



# CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard, 5<sup>th</sup> Floor

Long Beach, CA 90802

(562) 570-6191

FAX (562) 570-6610

COMMUNITY & ENVIRONMENTAL PLANNING

## Notice of Preparation

**TO:** Agencies, Organizations and Interested Parties

**SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

The City of Long Beach is the lead agency under the California Environmental Quality Act (CEQA) in the preparation of the Environmental Impact Report (EIR) for the project identified below. We request the view of your agency as to the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the City when considering any permits that your agency must issue or for any other approval for the project.

**AGENCIES:** The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b).

**ORGANIZATIONS AND INTERESTED PARTIES:** The City requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

**PROJECT TITLE:** Seaport Marina

**PROJECT LOCATION:** The proposed project site consists of 10.9-acres located at the southwest corner of Pacific Coast Highway and E. 2<sup>nd</sup> Street near the Alamitos Bay Marina in the City of Long Beach. The project site is roughly bounded by 2<sup>nd</sup> Street to the north, Pacific Coast Highway to the east, a commercial center to the south and Marina Drive to the west. The site is currently developed with urban uses and is mainly occupied by the Seaport Marina Hotel.

**PROJECT DESCRIPTION:** The project applicant (Lennar Homes of California) is seeking entitlement to redevelop the site with mixed-uses consisting of approximately 425 residential units, and approximately 170,000 square feet of retail development. Demolition of the existing on-site buildings (164,736 square foot Seaport Marina Hotel) would be required to allow for development of the project.

The proposed residential and retail components would be primarily integrated with a mix of retail/commercial uses on the ground floor and residential uses above. Buildings would have a maximum height of 50 feet. The project would be oriented toward the ocean to maximize views and allow for visitor and residential access and linkages to the Marina and other area amenities. The project would be designed to be compatible with surrounding uses.

**POTENTIAL ENVIRONMENTAL EFFECTS:** The attached Initial Study describes the potential environmental effects of the proposed project. An EIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives.

**PUBLIC REVIEW PERIOD:** The City has determined to make this Notice of Preparation (NOP) and Initial Study available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). The comment period during which the City will receive comments on the proposed Initial Study is:

BEGINNING: Monday, May 16, 2005    ENDING: Wednesday, June 15, 2005 at 4:30pm

**RESPONSES AND COMMENTS:** Please indicate a contact person for your agency or organization and send your responses and comments to:

Angela Reynolds  
Environmental Officer  
City of Long Beach  
Department of Planning and Building  
333 W. Ocean Boulevard, 7th Floor  
Long Beach, CA 90802

Or via E-mail to: [Angela\\_Reynolds@longbeach.gov](mailto:Angela_Reynolds@longbeach.gov)

**SCOPING MEETING:** The City will hold a scoping meeting at the date and time listed below. You are welcome to attend and present environmental information that you believe should be addressed in the EIR:

DATE:                      Wednesday, May 25, 2005

TIME:                     6:30pm to 8:30pm

LOCATION:                Seal Beach Yacht Club  
                              255 Marina Drive  
                              Long Beach, CA 90803

**DOCUMENT AVAILABILITY:** The NOP and Initial Study are available for public review at the locations listed below during regular business hours:

- [www.longbeach.gov/plan/pb/epd/er.asp](http://www.longbeach.gov/plan/pb/epd/er.asp)
- Long Beach Main Library, 101 Pacific Avenue
- Long Beach Bay Shore Neighborhood Library, 195 Bay Shore Avenue
- Long Beach City Hall, 333 W. Ocean Blvd., 7<sup>th</sup> Floor

If you require additional information please contact Jill Griffiths at (562) 570-6191 or submit questions and comments by fax to (562) 579-6610.

# SEAPORT MARINA PROJECT

Initial Study

Prepared for:  
Department of Planning and Building  
333 West Ocean Boulevard, Seventh Floor  
Long Beach, California 980802

May 2005





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# SECTION 1

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## Initial Study

1. **Project Title:** Seaport Marina Project
2. **Lead Agency Name and Address:** City of Long Beach  
Department of Planning and Building  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802
3. **Contact Person and Phone Number:** Angela Reynolds  
Environmental Planning Officer  
(562) 570-6357
4. **Project Location:** 6400 East Pacific Coast Highway and  
6280 East 2<sup>nd</sup> Street
5. **Project Sponsor's Name and Address:** Lennar Homes of California  
25 Enterprise, Suite 300-Land  
Aliso Viejo, CA 92656
6. **General Plan Designation:** LUD No. 7<sup>1</sup>
7. **Zoning:** PD-1 (Southeast Area Development  
Improvement Plan), Subarea 17<sup>2</sup>

**8. Description of Project:**

The applicant, Lennar Homes of California, proposes to construct the Seaport Marina project, a mixed-use commercial and residential development (see Section 2 for detailed description).

**9. Surrounding Land Uses and Setting.**

The project site is bounded by Pacific Coast Highway to the east, Marina Drive to the west, and 2nd Street to the north. Surrounding uses include a retail center and Mobil gas station to the east, City National Bank to the north, a City-owned parking lot to the west, and retail center to the south.

**10. Other public agencies whose approval is required**

California Coastal Commission

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1 City of Long Beach Department of Planning and Building, *Land Use Element of the Long Beach General Plan*, Revised and reprinted April 1997, page 169.  
2 City of Long Beach Department of Planning and Building, *Zoning Ordinance (Title 21 of the City of Long Beach Municipal Code)*, January 4, 2005.

## Environmental Factors Potentially Affected

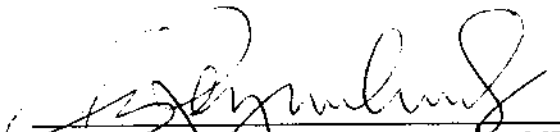
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant With Mitigation Incorporation" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture Resources                                      | <input checked="" type="checkbox"/> Air Quality                 |
| <input type="checkbox"/> Biological Resources                          | <input checked="" type="checkbox"/> Cultural Resources                              | <input checked="" type="checkbox"/> Geology / Soils             |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials      | <input checked="" type="checkbox"/> Hydrology / Water Quality                       | <input checked="" type="checkbox"/> Land Use / Planning         |
| <input type="checkbox"/> Mineral Resources                             | <input checked="" type="checkbox"/> National Pollution Discharge Elimination System |   |
| <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population / Housing                            | <input checked="" type="checkbox"/> Public Services             |
| <input checked="" type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation / Traffic                        | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |   |

## Determination

(To be completed by Lead Agency) On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
 Angela Reynolds, Environmental Planning Officer  
 City of Long Beach, Department of Planning and Building

May 13, 2005

Date

## Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.



## SECTION 2

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### Project Description

#### A. PROJECT LOCATION

The proposed project site consists of 10.9-acres located at the southwest corner of Pacific Coast Highway and E. 2<sup>nd</sup> Street, in the Marina Pacifica area of the City of Long Beach (see Figure 1). The project site is roughly bounded by 2<sup>nd</sup> Street to the north, a retail center to the south, Pacific Coast Highway to the east, and Marina Drive to the west. The site is currently developed with urban uses and is mainly occupied by the Seaport Marina Hotel.

The site is located approximately five miles east of Downtown Long Beach and one mile south of the San Diego Freeway (I-405). Vehicular access is provided via an existing system of roadways with direct access from Pacific Coast Highway, 2<sup>nd</sup> Street and Marina Drive. The project site is designated in the General Plan as LUD No. 7 and Zoned PD-1 (within the Southeast Area Development Improvement Plan, SEADIP), Subarea 17 area of the City.<sup>3</sup> The project site is also located within the Coastal Zone.

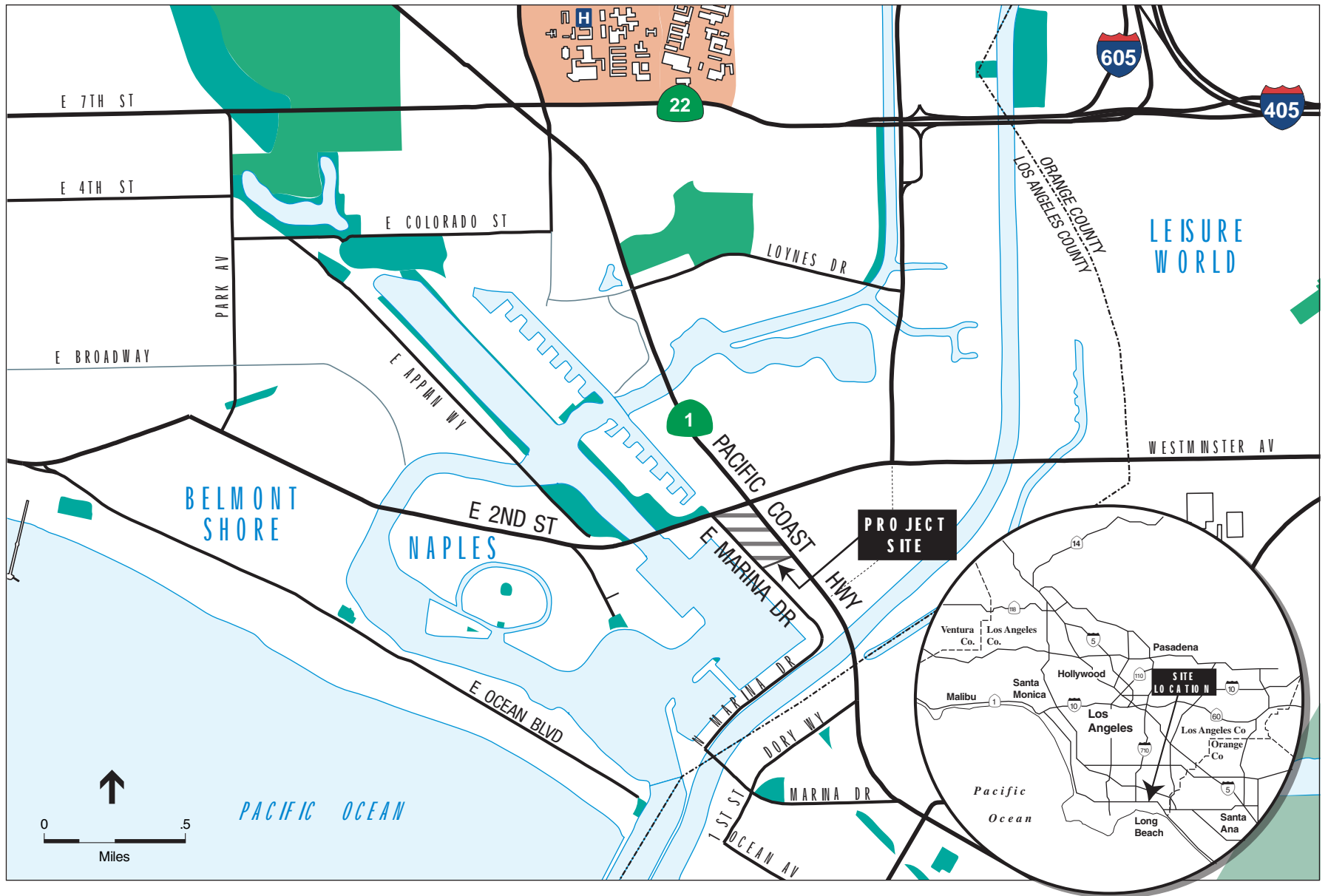
As shown in Figure 2, the project site is located in an urbanized area with retail, commercial, and industrial uses, which are located along the major roadways bordering the site. Land uses in the vicinity include the Marina Shipyard, Marina Pacifica, The Marketplace, Marina Shores, a Chevron gas station, and City National Bank. Directly west of the project site is the Alamitos Bay Marina. The area along Marina Drive north of 2<sup>nd</sup> Street is developed with residential uses. Surrounding uses are developed with a mixture of one- to four-story buildings.

#### B. PROJECT CHARACTERISTICS

The project applicant (Lennar Homes of California) is seeking entitlement to redevelop the site with approximately 425 residential units, and approximately 170,000 square feet of retail development (see Figure 3). Demolition of the existing on-site buildings (164,736 square foot Seaport Marina Hotel) would be required to allow for development of the project.

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<sup>3</sup> City of Long Beach Department of Planning and Building, *Land Use Element of the Long Beach General Plan*, Revised and reprinted April 1997, page 169; City of Long Beach Department of Planning and Building, *Zoning Ordinance (Title 21 of the City of Long Beach Municipal Code)*, January 4, 2005.



SOURCE: Thomas Brothers Maps, 2005

Long Beach Marina NOP/IS . 204452

**Figure 1**  
Project Site Location

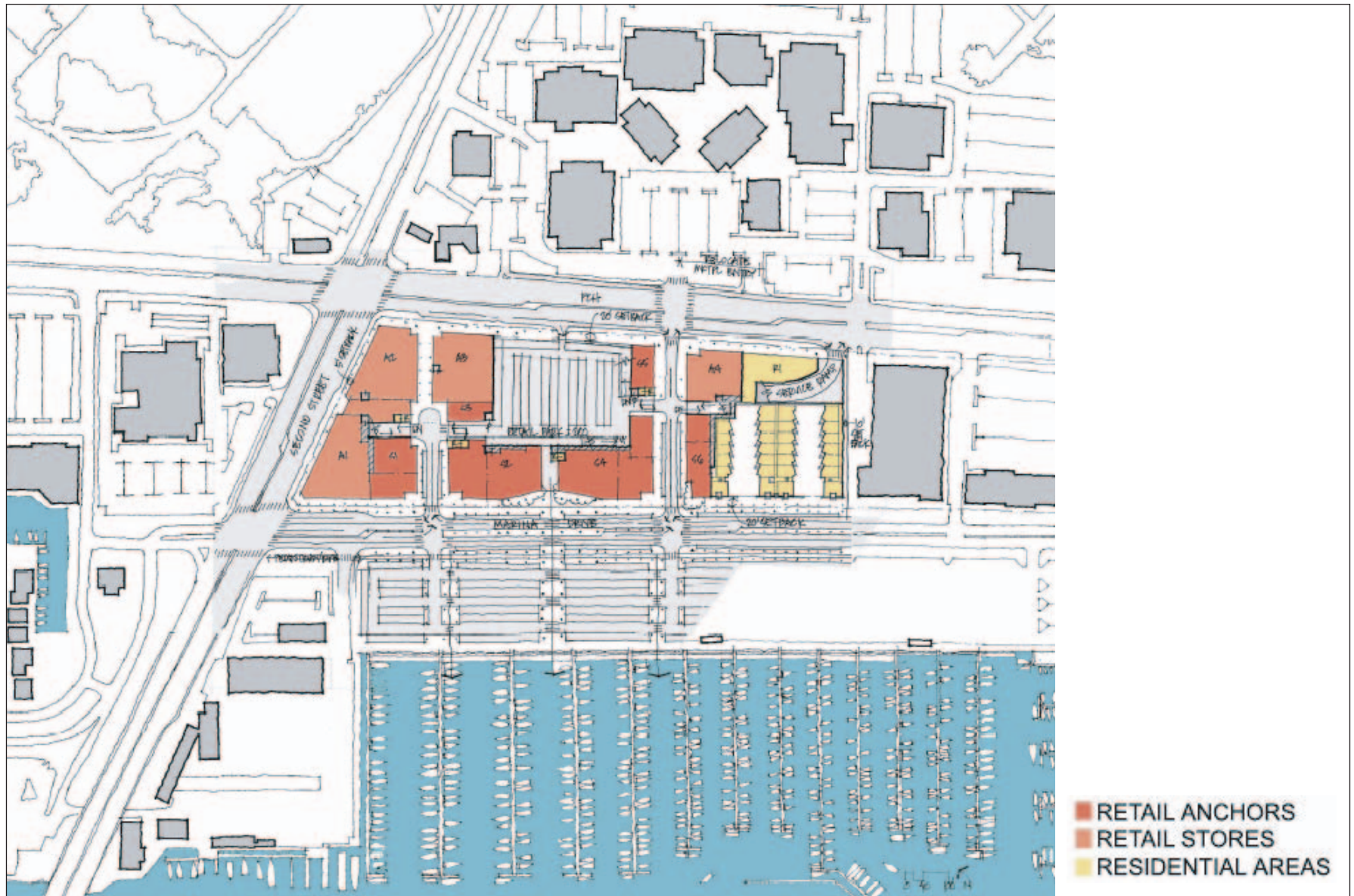


SOURCE: Lennar Homes of California, 2005

Long Beach Marina NOP/IS . 204452

**Figure 2**  
Surrounding Uses





SOURCE: Lennar Homes of California, 2005

Long Beach Marina NOP/IS . 204452

**Figure 3**  
Project Concept Plan

The proposed residential and retail components would be primarily integrated with a mix of retail/commercial uses on the ground floor and residential uses above. Buildings would be a maximum building height of 50 feet. The southeast portion of the site is slated for only residential uses, which would be designed in a courtyard formation. The project would be oriented toward the ocean to maximize views and allow for visitor and residential access, and linkages to the Marina and other area amenities. The project would be designed to be compatible with surrounding uses.

The residential component would consist of condominium homes of various types including luxury flats, lofts, and townhomes with Marina views and on-site amenities. Parking for the proposed project would be in above and below grade parking structures. In addition, the proposed project may include improvements to Marina Drive (between 2<sup>nd</sup> Street and Studebaker) with additional on-street parking and may include improvements to the City-owned parking lot west of Marina Drive. Landscaping would be included throughout the project site and its perimeters.

Construction activities associated with the proposed project would include demolition, site clearance/excavation and building erection. It is anticipated that project construction would be completed in one phase over approximately 22 months. Construction is tentatively scheduled to begin in the fall 2007, with completion anticipated by summer 2009.

The project would require amendments to the SEADIP Planned Development District (PD-1) and Local Coastal Program, a tentative subdivision map, and Local Coastal Development Permit.

## SECTION 3

### Environmental Checklist

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>I. AESTHETICS - Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Explanation:

- a-b. Potentially Significant Impact.** The proposed project site is currently developed with urban uses (Seaport Marina Hotel). There are no designated state scenic vistas or scenic highways near the site.<sup>4</sup> However, 2<sup>nd</sup> Street and Marina Drive are designated Local Scenic Routes.<sup>5</sup> In addition, views of the adjacent Alamitos Bay Marina are available from the project site. Further analysis of these issues will be included in the EIR.
- c. Potentially Significant Impact.** The project site is located within an urbanized area surrounded by a mix of residential, commercial and retail uses. Implementation of the proposed project would introduce a higher density use to the site than the current hotel. In addition, the project proposes replacing the existing two-story structure with up to four stories. Further analysis of this issue will be included in the EIR.
- d. Potentially Significant Impact.** The project site is located within an urbanized area surrounded by a mix of residential, commercial and retail uses. The existing uses include interior and exterior building lighting, parking lot lighting, and landscape lighting. However, as the project includes a higher density use than currently exists, additional nighttime lighting and potential glare impacts may be introduced. Further analysis of this issue will be included in the EIR.

4 California Department of Transportation, California Scenic Highway Mapping System – Los Angeles County, website [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm), accessed January 4, 2004.

5 City of Long Beach, *Long Beach General Plan, Scenic Routes Element (Scenic Highways)*, May 9, 1975.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>II. AGRICULTURE RESOURCES</b> - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. <b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a-c. No Impact.** The proposed project site is located in a developed, urban area of the City of Long Beach. The project site is fully developed and is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.<sup>6,7</sup> Implementation of the proposed project would have no impact on agricultural resources; no mitigation measures would be required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>6</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Los Angeles County Important Farmland 1998 Map*, 1999.

<sup>7</sup> Southern California Association of Governments, *Draft 2004 Regional Transportation Plan Program Environmental Impact Report*, December 2003, Figure 3.1-6 Prime Agricultural Farm Land and Grazing Land.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>III. AIR QUALITY (cont.)</b>				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a. Potentially Significant Impact.** The project site is located in the Los Angeles County sub-area of the South Coast Air Basin (SCAB). Los Angeles County is designated as a non-attainment area for ozone, particulates, carbon monoxide and a “maintenance” area for oxides of nitrogen, which denotes that it had once been a non-attainment area for the pollutant.<sup>8</sup> The South Coast Air Quality Management District (SCAQMD), the regional agency empowered to regulate stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the SCAB. A project is typically deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds estimates in the applicable air quality plan or generates unusually large emissions. Although the proposed project includes new residential housing and employment which would result in population and employment growth, it is anticipated that this growth will be within area projections. Nonetheless, further analysis of this issue will be included in the EIR.
- b. Potentially Significant Impact.** Project construction would involve demolition of several structures on the proposed project site. Implementation of the project would generate short-term construction emissions from demolition, site grading, construction equipment, worker vehicle exhaust, and fugitive dust during excavation, grading and other site preparation activities. Long-term impact would occur from emissions generated from vehicle trips by residents, employees, and visitors, as well as stationary emissions associated with natural gas and electrical energy consumption.

Construction emissions would be short-term in nature and would be limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Construction related emissions may

<sup>8</sup> California Air Resources Board, *Area Designation Maps/State and National*, <http://www.arb.ca.gov/desig/adm/adm.htm>, accessed January 5, 2005.



exceed SCAQMD daily emissions thresholds. These temporary construction emissions would, therefore, be considered potentially significant and will be analyzed in the EIR.

Depending upon project trip generation, the proposed project may increase vehicular traffic in the vicinity of the project site beyond levels currently generated. An increase in daily vehicular emissions may exceed SCAQMD daily emissions thresholds. The proposed project would result in an increase in emissions from stationary sources associated with natural gas and electrical consumption. Further analysis of this issue will be included in the EIR.

- c. **Potentially Significant Impact.** The project site and the whole of the Los Angeles metropolitan area are located within the SCAB, which is characterized by relatively poor air quality.<sup>9</sup> As stated in Section III(a), the SCAB is currently non-attainment for several criteria pollutants. Operational activities associated with implementation of the proposed project would result in increases in air pollutant emissions, which individually or cumulatively, could exceed established thresholds for these criteria pollutants and may result in a significant impact without mitigation. Further analysis of this issue will be included in the EIR.

- d. **Potentially Significant Impact.** Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.<sup>10</sup> The proposed project includes development of residential uses on the project site and is in the vicinity of low-rise residential uses and schools.

CO “hot spots,” or areas of high CO concentration, can occur at traffic congested roadway intersections as a result of accumulating vehicle CO emissions. A significant air quality impact would occur where sensitive receptors are exposed to CO levels that exceed state or federal standards. Further analysis of this issue will be included in the EIR.

- e. **Less Than Significant Impact.** The proposed project consists of construction and operation of a mixed-use retail and residential development. Odors from construction may be generated by heavy machinery used on-site, or from the application of paint and/or asphalt during the construction period. These odors, if perceptible, are common in the environment and would be of limited duration. Odors associated with operation of the proposed project would be controlled in accordance with SCAQMD Rule 402.<sup>11</sup> Therefore, impacts would be less than significant, and no mitigation measures would be required.

<sup>9</sup> California Air Resources Board, *California Counties and Air Basins*, December 2003, page 3.

<sup>10</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, page 5-1.

<sup>11</sup> South Coast Air Quality Management District, *Rule 402 – Nuisance*, May 7, 1976.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>IV. BIOLOGICAL RESOURCES - Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a. **No Impact.** The proposed project site is currently developed with urban uses. The proposed project site and surrounding area is developed or landscaped with non-native landscape and ornamental vegetation. Based on general knowledge of the biota of the area and an electronic database review of the Los Alamitos quadrangle in the California Natural Diversity Database,<sup>12</sup> several sensitive species have historically been sighted in the general area of the project site. Based on the disturbed condition of the site and the relative lack of suitable habitat, the potential for any known sensitive species on-site is low. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Impact would be less than significant. No mitigation measures are required.

<sup>12</sup> California Department of Fish and Game, *Natural Diversity Database*, accessed January 5, 2005.

- b. Less Than Significant Impact.** No riparian habitats or sensitive natural communities are located at the project site. The marina located west of the site does contain riparian habitat and the project site is located within the coastal zone. However, the project site is separated from the marina by Marina Drive and implementation of the proposed project would not result in significant impacts. No mitigation measures are required.
- c. Less Than Significant Impact.** The project site is fully developed and no wetland habitat has been identified or is known to exist on the project site. The Los Cerritos Wetland is located approximately 1,500 feet northeast of the project site, but is not directly adjacent. The project does not propose the alteration of wetland habitat. No mitigation measures are required.
- d. Less Than Significant Impact.** The project site is fully developed. Long Beach Marina is located two blocks west of the project site; however, because Marina Drive acts as a barrier between the project site and the marina, the project would not interfere with the movement of any native or migratory fish. Wildlife corridors do not exist on or near the project site and would not be affected by project implementation. The project would not result in any disruption to wildlife movement or migration patterns. Impact would be less than significant. No mitigation measures are required.
- e-f. No Impact.** The project site is fully developed as is the surrounding area. The proposed project would not require the removal of any protected plant species, as none currently exist on the site. Further, there are no known sensitive biological resources at the project site, as discussed previously. No local policies or ordinances protecting biological resources govern the uses at the project site. No impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>V. CULTURAL RESOURCES - Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a. No Impact.** Generally, historically significant buildings are either more than 50 years old, and/or representative of a particular architectural style or time period in California history. The National Register of Historic Places, California Historical Landmarks and the California Points of Historical Interest do not list any properties within a one-mile radius of the site.<sup>13,14</sup> The proposed project site is developed with the Seaport Marina Hotel, which was constructed less than 50 years ago and does not represent a significant style or period in California history. Therefore, there would be no impact to historical resources. No mitigation measures are required.
- b-d. Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is located in an urbanized area and is developed with the Seaport Marina Hotel. Implementation of the proposed project includes construction of below grade parking. No known archaeological, paleontological resources, unique geologic features or human remains exist on the project site. Any surficial archaeological or paleontological resources which may have existed at one time likely have been previously unearthed or disturbed. Although the possibility of uncovering archaeological or paleontological resources would be remote, further analysis of this issue will be included in the EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VI. GEOLOGY AND SOILS - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13 National Park Service, *National Register of Historic Places*, accessed January 5, 2005.

14 California Office of Historic Preservation, *California Historical Landmarks*, accessed January 5, 2005.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VI. GEOLOGY AND SOILS (cont.)</b>				
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

**a.i-ii. Less Than Significant Impact.** The project site is located within the seismically active region of southern California. Primary ground rupture or fault rupture is defined as the surface displacement, which occurs along the surface of a fault during an earthquake. There are no active faults identified by the state, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, on the project site.<sup>15</sup> The closest known active faults are the Newport-Inglewood fault, located approximately 0.5 miles to the northeast, and the Palos Verdes fault, located approximately 7.7 miles to the southwest.<sup>16</sup> Due to the location of the site within a region subject to strong seismic ground shaking, occupants of the proposed project would be exposed to seismic risks similar to those experienced by occupants at most other locations in the surrounding area. The proposed project would comply with all applicable building and safety requirements, which would reduce potential effects to less than significant levels.

The proposed project itself would not cause a substantial increase in the number of people or structures exposed to seismic risks. No significant impacts would occur and no mitigation measures are required.

**a.iii. Potentially Significant Impact.** Liquefaction usually occurs in areas where groundwater is less than 30 to 50 feet from the surface. Groundwater levels at the site were detected between 6.5 to 10 feet below ground surface.<sup>17</sup> Seismic Hazard Zone Maps also indicate that the proposed site is located within a liquefaction zone. Further analysis of this issue will be included in the EIR.

<sup>15</sup> Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 1, 2004.

<sup>16</sup> *Ibid.*

<sup>17</sup> *Ibid.*

- a.iv. No Impact.** The project site consists of relatively flat terrain. There are no hillsides or slopes on or adjacent to the project site that would be susceptible to slope failure or landslide. Thus, the potential for seismically induced landslides to affect the proposed project site is low.<sup>18</sup> No impact would be result, and no mitigation measures are required.
- b. Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is currently developed with urban uses. The majority of the site contains flat, impervious surfaces and the nature of the project is such that the final grading of the site would not differ significantly from the existing grade. Therefore, implementation of the proposed project is not anticipated to change stormwater runoff volumes or significantly affect drainage patterns. However, soil erosion could result when the project site is excavated and cleared prior to construction. Exposed soils during grading and construction activities would be subject to wind and water erosion. Further analysis of this issue will be included in the EIR.
- c. Potentially Significant Impact.** The underlying sediments at the project site include silty sand, sandy silt, silt, clay, clayey sand, and sand with silt. Preliminary review indicates that the project site is not located in an area prone to subsidence. The site is located in a relatively flat area and is not located within an area identified as having a potential for seismically induced landslides. However, the project site is mapped within an area identified as having a potential for liquefaction.<sup>19</sup> Lateral spreading generally occurs where soils are susceptible to liquefaction. Therefore, because the potential for liquefaction at the project site is high, the potential for lateral spreading is high. The proposed project is, therefore, located on soil that is unstable or would become unstable due to a seismic event.<sup>20</sup> Further analysis of this issue will be included in the EIR.
- d. Less Than Significant Impact.** Expansive soil is defined as soil that expands to a significant degree upon wetting and shrinks upon drying. Generally, expansive soils contain a high percentage of clay particles. The soils on the project site are predominately silty sand, sandy silt, silt, clay, clayey sand, and sand with silt. The potential for expansion is low.<sup>21</sup> Impact would be less than significant, and no mitigation measures are required.
- e. No Impact.** The proposed project site is located in an urbanized area, which includes adequate sewer infrastructure. Therefore, no need exists for the use of septic tanks or alternative wastewater disposal systems on-site. Therefore, impact would be less than significant and no mitigation measures are required.

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<sup>18</sup> *Ibid.*

<sup>19</sup> Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 1, 2004.

<sup>20</sup> *Ibid.*

<sup>21</sup> *Ibid.*

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a-b. Less Than Significant Impact.** The proposed project includes the development of residential and commercial uses, and operations would not involve the handling of hazardous materials. The proposed project is unlikely to create a significant hazard to the public or environment through routine transport, storage, and use of hazardous materials. Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials such as remodeling/demolition debris, lead and asbestos containing materials, in the fueling or servicing of construction equipment on-site, or the removal and export of contaminated soils. However, these activities would be minimal, short-term, or one-time in nature and would be subject to federal, state, and local health

and safety requirements. Therefore, impact would be less than significant, and no mitigation measures are required.

Long-term operation of the proposed project would involve very little transport, storage, use or disposal of hazardous materials associated with janitorial, maintenance, and repair activities (i.e., commercial cleansers, lubricants and paints), and household cleaning supplies. Use of these hazardous materials would be very limited, and transport, storage, use and disposal of these materials would be subject to federal, state and local health and safety requirements. Impact would be less than significant, and no mitigation measures are required.

- c. **No Impact.** There are no schools located within one-quarter mile of the project site. In addition, the project would not involve the use of hazardous materials, acutely hazardous materials, substances, or wastes in sufficient quantities to pose a potential hazard. As described above, the proposed project would be required to comply with all federal, state and local rules and regulations for hazardous materials handling to ensure that no impacts would occur. No mitigation measures are required.
- d. **Potentially Significant Impact.** According to the Phase I Environmental Site Assessment, the part of the project site used as a former Unocal gas station is listed as an Underground Storage Tank (UST) and Leaking Underground Storage Tank (LUST) facility. Methyl tertiary-butyl ether (MTBE) has also been discovered in groundwater samples collected from the site. There are five abandoned oil wells located on the project site. In addition, the project site is located adjacent to an Exxon gas station that experienced a gasoline leak. Abatement and remediation of the Unocal gas station and the Exxon gas station is underway. However, there is the potential for migration of hazardous substances to soil or groundwater beneath the project site.<sup>22</sup> Further analysis of these issues will be included in the EIR.
- e. **No Impact.** The project site is located approximately 6.5 miles from the Long Beach Municipal Airport, outside the area of potential effect of the airport land use plan. Therefore, the project would not result in a safety hazard for people residing or working in the project area or visiting the project site. No impact would result, and no mitigation measures are required.
- f. **No Impact.** The project site is not located within the immediate vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area or visiting the project site. No impact would result, and no mitigation measures are required.
- g. **No Impact.** The proposed project would not interfere with a current emergency response plan or an emergency evacuation plan for local, state or federal agencies. All emergency procedures would be implemented consistent with local, state, and federal guidelines

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22 Leighton and Associates, *Phase I Environmental Site Assessment Report*, August 4, 2004.



during the construction and operation of the project. Therefore, no impacts are anticipated. No mitigation measures are required.

- h. No Impact.** The proposed project site and surrounding area are largely developed and no wildland fire hazard risk exists. On-site landscaping would be controlled through trimming and watering so as to reduce fire hazard impacts. Therefore, no impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VIII. HYDROLOGY AND WATER QUALITY - Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a. **Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is currently developed with urban uses. The majority of the site contains flat, impervious surfaces and the nature of the project is such that the final grading of the site would not differ significantly from the existing grade. However as stated in Section VI(b), construction activities may result in soil erosion. Further analysis of this issue will be included in the EIR.
- b. **Less Than Significant Impact With Mitigation Incorporation.** Groundwater is present at depths of about 6.5 to 10 feet at the project site.<sup>23</sup> Shallow ground water can be a construction hazard, where excavations may experience inflows of shallow groundwater. Deep excavation would occur during construction (i.e., construction of an underground parking structure). Therefore, further analysis of this issue will be included in the EIR.
- c-f. **Less Than Significant Impact With Mitigation Incorporation.** Development of the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, including the alteration of the course of a stream or river, or substantially increase the erosion or siltation and the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. The project site is located in an urban area and is currently developed with commercial uses. The proposed project would not significantly alter the grade. However as stated in Section VI(b), construction activities may result in soil erosion. Further analysis of this issue will be included in the EIR.
- g-i. **Less Than Significant Impact.** According to the Federal Emergency Management Agency, the project site is located in the 100-year flood zone AR. This is an area of special flood hazard which result from the decertification of a previously accredited flood protection system that is in the process of being restored to provide 100-year or greater level of flood protection.<sup>24</sup> According to the City of Long Beach Public Safety Element, the project site is not located in an area subject to flood inundation during a seismic event.<sup>25</sup> Impact would be less than significant, and no mitigation measures are required.
- j. **Less Than Significant Impact.** As stated in the Draft Preliminary Geotechnical Investigation Report, review of the area adjacent to the project site indicates that there are no up-gradient lakes or reservoirs with the potential to flood the site as the result of a seiche.<sup>26</sup> A tsunami is a sea wave usually generated by a large submarine earthquake. The potential damage is much greater from a tsunami than seiche. In comparison to many other coastal areas of Southern California, Long Beach is somewhat protected by the surrounding geography and the breakwater. A substantial warning time of perhaps as

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23 Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 1, 2004.

24 Federal Emergency Management Agency, *Flood Insurance Rate Map*, Community Panel Number 060136 0025C, revised July 6, 1998.

25 City of Long Beach, *Public Safety Element*, Adopted May 1975, Reprinted 2004.

26 Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 13, 2004.

much as six to 12 hours would be anticipated for a major tsunami, the potential for death or injury from a tsunami is considered low. The project site is located west of Naples Island two blocks inland from the Long Beach Marina. The breakwater, a system of berms located along the Marina's western boundary, and no direct access to the marina would protect the project site from the direct impact of a tsunami and provide a substantial warning time to evacuate the project site. Impact would be less than significant impact. No mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>IX. LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Explanation:**

- a. No Impact.** The project site is currently developed with commercial uses and does not contain residential dwellings. In addition, the project would not introduce new roads or any above ground infrastructure that would divide the existing site. No impact would result, and no mitigation measures are required.
- b. Potentially Significant Impact.** The project site is located in General Plan Land Use District No. 7 and is zoned Planned Development (PD-1). SEADIP (Subarea 17) and the Local Coastal Program both apply to the site. The project would require amendments to the SEADIP Planned Development District and Local Coastal Program. Conflicts with these land use plans could result in a significant impact. Further analysis of this issue will be included in the EIR.
- c. No Impact.** The project site and surrounding area are developed with commercial uses. No habitat or natural community conservation plans govern the project area.<sup>27</sup> Therefore, the proposed project would not conflict with any conservation plans. No impact would result, and no mitigation measures are required.

<sup>27</sup> Southern California Association of Governments, *Draft Regional Transportation Plan*, 2004.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>X. MINERAL RESOURCES—Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a-b. No Impact.** The proposed project site is located in a developed area that was previously used as an oil field. However, oil resources on the site were exhausted and there are no plans for any mining or mineral recovery projects at the project site or in the immediate vicinity of the project site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site. No impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:</b>				
a) Result in a significant loss of impervious surface??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant discharge of pollutants into the storm drain or water way?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a-c. Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is currently developed with urban uses. The majority of the site contains flat, impervious surfaces and the nature of the project is such that the final grading of the site would not differ significantly from the existing grade. Implementation of the proposed project would be a continuation of urban use and the amount of impervious surface would not significantly change. However as stated in Section VI(b), construction activities may result in soil erosion. Further analysis of this issue will be included in the EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XII. NOISE - Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation:**

- a. Potentially Significant Impact.** Project construction and ultimate operation could potentially expose nearby sensitive uses (such as adjacent residences) to noise levels above established noise standards. The project would create noise on a short-term basis during construction from equipment and personnel. Long-term operational impacts associated with traffic in the area; mechanical equipment associated with heating, ventilation, and air conditioning; and building operations could also be significant sources of noise.

Noise impacts associated with the exposure to or generation of noise levels in excess of standards established by the City of Long Beach Noise ordinance will be analyzed. Further analysis of this issue will be included in the EIR.

- b. Potentially Significant Impact.** Construction of the proposed project would generally include conventional construction activities, including excavation, grading, site preparation, and building construction. A temporary increase in noise would result from construction activities. Operation of the project would not involve any activities with the potential to cause excessive groundborne vibration or noise. Construction activities may involve the driving of piles for building foundations and removal of asphalt. Further analysis of this issue will be included in the EIR.

- c-d. Potentially Significant Impact.** Construction of the proposed project would generally include conventional construction activities, including excavation, grading, site preparation, and building construction. A temporary increase in noise would result from construction activities. The majority of noise generated by operation of the proposed project would be attributable to vehicular traffic. Traffic noise may be potentially significant depending upon traffic routes and volumes. The project includes residential uses above or next to the commercial areas. The project site is also in the vicinity of residential uses. Noise would increase in the project area from project construction and operation. Further analysis of this issue will be included in the EIR.
- e-f. No Impact.** The nearest airport to the project site, the Long Beach Municipal Airport, is located approximately 6.5 miles northeast of the project site. However, the project is located outside of the noise impact zones. No significant noise impact would result from the project's proximity to an airport. No mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIII. POPULATION AND HOUSING - Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Explanation:**

- a. Potentially Significant Impact.** The project site is located within an urbanized area and is supported by existing utility infrastructure and roadways. The project includes residential uses, and therefore, the project would result in population growth in the area. Further analysis of this issue will be included in the EIR.
- b-c. No Impact.** No residential units would be removed in order to construct the proposed project. Therefore, the proposed project would not displace existing housing or people, or necessitate the construction of replacement housing elsewhere. No impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIV. PUBLIC SERVICES - Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a.i-ii. Potentially Significant Impact.** The proposed project would increase the level of activity at the site and vehicular and pedestrian traffic in the project area, and therefore would generate additional demand for fire and police protection services. Further analysis of this issue will be included in the EIR.
- a.iii. Potentially Significant Impact.** Implementation of the proposed project includes the construction of 425 new residential units and would therefore result in population growth and subsequent need for school services in the area. Further analysis of this issue will be included in the EIR.
- a.iv. Potentially Significant Impact.** Implementation of the proposed project includes the construction of 425 new residential units and would therefore result in population growth and subsequent need for parks/and recreation in the area. Further analysis of this issue will be included in the EIR.
- a.vi. Less Than Significant Impact.** The project would result in an incremental increase in demand for other public services, such as roadway maintenance. However, the projected revenue to the City derived from impact fees, increased property taxes, sales taxes, and development fees from the project would offset costs of road maintenance and other governmental services. Impact would be less than significant, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**XV. RECREATION:**

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Explanation:**

- a-b. Potentially Significant Impact.** The proposed project includes the construction of residential uses on the project site, which would result in an increase in demand for parks and recreation services. Further analysis of this issue will be included in the EIR

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**XVI. TRANSPORTATION / TRAFFIC - Would the project:**

- |  |                                     |                          |                                     |                                     |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Result in inadequate parking capacity?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



**Explanation:**

- a-b. Potentially Significant Impact.** The proposed project includes the construction of new residential and commercial uses on the site, which would result in an increase in traffic generated and the level of service at intersections in the vicinity of the project site. Further analysis of this issue will be included in the EIR.
- c. No Impact.** Proposed structures would be consistent with height restrictions for the planning area for Long Beach Municipal Airport as set forth in the Long Beach Zoning Ordinance, and would not require changes in air traffic patterns. Accordingly, no impact would occur, and no mitigation measures are required.
- d. Less Than Significant Impact.** No significant changes to existing roadway alignments are expected as a result of project development. Any improvements of the surrounding roadways would comply with local and state roadway design standards. Compliance with existing regulations would ensure that no design feature hazards would be created. Impact would be less than significant, and no mitigation measures are required.
- e. Less Than Significant Impact.** The design of the project would provide adequate emergency access consistent with Long Beach Municipal Code requirements. The proposed project would comply with applicable Fire Department, Department of Building and Safety requirements, and UBC design standards prior to the issue of an occupancy permit. Per City of Long Beach Municipal Code requirements, the Fire Department would have full site plan review, including all buildings, fences, drive gates, retaining walls or other features that might affect Fire Department access, with unobstructed fire lanes for access identified. The review process, along with compliance with applicable regulations and standards stated above, would ensure that adequate emergency access would be provided. Impact would be less than significant, and no mitigation measures are required.
- f. Potentially Significant Impact.** The proposed project includes above and below grade parking. The project may also includes improvements to Marina Drive and the City-owned parking lot to the west of the site. Further analysis of this issue will be included in the EIR.
- g. Less Than Significant Impact.** Design of the proposed project will comply with all state and federal requirements relating to public transportation. All policies supporting alternative transportation would be followed by the project. The project would have the beneficial effect of providing housing on the same site as commercial uses and, thereby reducing vehicle traffic and encouraging pedestrian circulation. Impact would be less than significant and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation:**

- a-b. Potentially Significant Impact.** The proposed project will replace a 240-room hotel and ancillary hotel services with 425 residential units and approximately 170,000 square feet of retail uses. The existing uses currently require approximately 36,000 gallons per day of water and generate approximately 30,000 gallons per day of wastewater. Under the proposed project, water consumption would increase to 144,798 gallons per day and wastewater generation would increase to 83,300 gallons per day. Further analysis of these issues will be included in the EIR.
- c. Less Than Significant Impact.** As discussed in Section VIII(c), construction activities could impact soil erosion and storm water runoff levels due to implementation of the proposed project. However, implementation of BMPs will substantially reduce erosion, deposition, and related effects. Compliance with NPDES regulations and City BMPs would minimize impact to a less than significant level. No mitigation measures are required.

- d-e. Potentially Significant Impact.** As stated above in Section XVII (a-b), the proposed project would result in an overall increase in the amount of water consumed and wastewater generated. Further analysis of these issues will be included in the EIR.
- f. Potentially Significant Impact.** The proposed project will replace a 240-room hotel and ancillary hotel services with 425 residential units and approximately 170,000 square feet of retail uses. The existing uses currently generate approximately 87.6 tons per year of solid waste. Under the proposed project, solid waste generation would increase to approximately 465.5 tons per year. Further analysis of this issue will be included in the EIR.
- g. Less Than Significant Impact.** The proposed project would be required to reduce the total estimated waste output through established City recycling programs. Compliance with existing regulations and standards would result in a less than significant impact and no mitigation measures would be required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Explanation:

- a. Less Than Significant Impact With Mitigation Incorporation.** The project site is located within an urbanized area surrounded by residential and commercial uses. As discussed in biological resources (Section IV), there are no known rare or endangered animal or plant species at or surrounding the project site. Therefore, implementation of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish and wildlife species, cause fish or wildlife populations to drop

below self-sustaining levels, threaten or eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in cultural resources (Section V), the project site does not contain any historical resources or any known archaeological, paleontological or unique geologic features. Any surficial archaeological or paleontological resources which may have existed at one time have likely been unearthed or disturbed. Although the possibility of uncovering archaeological or paleontological resources would be remote, the proposed project does include construction of a below grade parking structure. Therefore, further analysis of this issue will be included in the EIR.

- b. Potentially Significant Impact.** The proposed project may contribute to cumulatively considerable impacts, which will be addressed in the EIR. Specifically, the resource areas of air quality (Section III), public services (Section XIV), transportation (Section XVI), and utilities (Section XVII) may result in impacts that would be individually limited, but cumulatively considerable, and therefore potentially significant. Further analysis of these issues is required as part of the environmental review process.
- c. Potentially Significant Impact.** As discussed in aesthetics (Section I), air quality (Section III), cultural resources (Section V), geology and soils (Section VI), hazards and hazardous materials (Section VII), hydrology/water quality (Section VIII), land use (Section IX), National Pollution Discharge Elimination System (Section XI), noise (Section XII), population and housing (Section XIII), public services (Section XIV), transportation (Section XVI), and utilities (Section XVII), the proposed project may have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. These impacts could be potentially significant without mitigation measures. Further analysis of these issues will be included in the EIR.

## SECTION 4

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## **SECTION 5**

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